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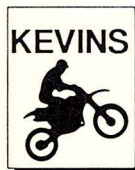
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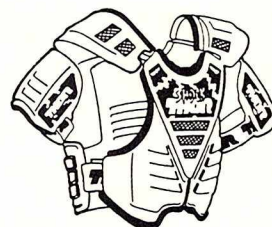
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# TRAIL RIDER

M A G A Z I N E

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Volume 21 Number 1

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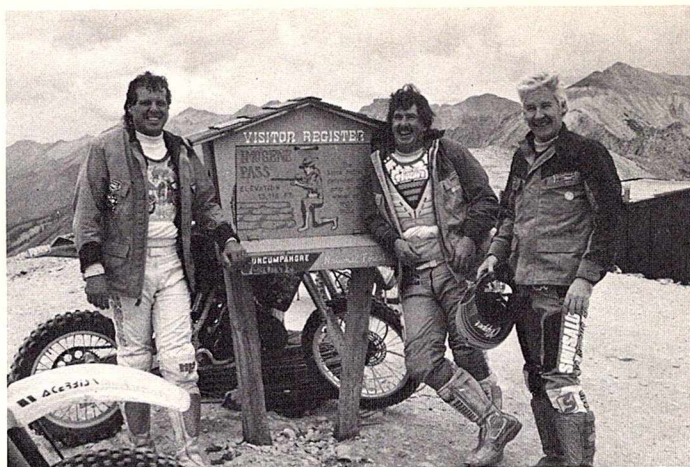
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*The advertising deadline  
for the February issue is  
December 20, 1990*

**On the cover:** Kevin Bennett tears up the Delaware fragmitis on his way to the ECEA win once again. Look for the Delaware story next month.



*Climbing to the top of the world*

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**Warning:** Off-road motorcycling is a hazardous sport, and you should treat it that way if you want to survive to enjoy an arthritic old age like the rest of us. Wear plenty of protective gear, including a helmet, good riding boots, gloves, elbow guards, shoulder pads and everything else you can wrap around yourself. Otherwise you might wind up like our good friend Tommy "Big Blackwater Head" Norton and carry around a photo album of all the broken bone x-rays you've collected over the years. He sure goes fast, though....

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## Our route sheet covers three consecutive enduro championships.

Randy Hawkins and his Suzuki ripped through some demanding route sheets on the way to a third straight AMA National Enduro Championship. Randy clinched the title on a '91 RMX with a win at Lafayette and a third at Redding.

The new RMX250 features larger diameter inverted front forks, a new rear shock with larger reservoir, and revised front brake calipers to improve stopping power.

Also for 1991, all the performance of the RMX can be unleashed with the new closed-course competition kit that is included with every RMX. Another reason to join Randy and Suzuki for the key time of your life.

For the name of your nearest Suzuki motorcycle and ATV dealer, call 1-800-255-2550. Please ride safely. Read your owner's manual carefully. Always wear a helmet, eye protection and protective riding apparel. Remember, riding and alcohol or other drugs don't mix. The RMX250 motorcycle is for off-road use only. Ride only where authorized and respect the environment. Competition kit for closed-course use only.



## THE NEW HUSKY

By Paul Clipper

This column wasn't supposed to get written until next month, but I'm so jazzed about what has happened recently that I had to spill the beans. You see, I was invited to participate in a new model introduction/celebration for the 1991 Husqvarna dirt bikes (and Ducati street bikes) by Cagiva North America, the importers of the two brands. At first, the intro was scheduled to happen right up in North Jersey, not very far from here, and I figured *great, I'll get to try the new bikes.*

Well, plans change, the way they often do, and the next time I heard about it it wasn't happening in Northern New Jersey; instead it was happening in Northern *Italy*. To say that I jumped at the chance would be understating the case. Unfortunately, I would have to miss the Black and Blue and the Stump Jumper enduros, and the Delaware and the King Philip hare scrambles. I agonized over the decision for about four seconds, and then started packing my bags. Wouldn't you do the same?

Oh, and before you ask, no, this isn't being typed on a plane. I figured I'd spare you that annoyance this time, since so many other columns this year were airborne. Actually, in this case we had talked Lufthansa into bumping us up to first class, and we were honestly enjoying the flight so much that work was the last thing I was thinking about!

But enough about that, the big news is that Husky is alive and well and heading for far, far greater things. The main reason I was interested in this trip was not to see the new bikes. Shoot, I know I can see them any time, especially with CNA being right up in North Jersey. I was more interested in seeing, with my own eyes, what sort of interest was being put into Husqvarna by the Cagiva Italia people—how much money, how much attention, how much *space* in the factory.

For those of you who have not been paying attention, or who've been living under a rock for the past decade or so, a little explanation may be in order. You see, Husqvarna was originally a Swedish brand of motorcycle, a subdivision of Electrolux, the vacuum cleaner people. The "Husky" was one of the first "lightweight" two-stroke dirt bikes to come into this country when dirt riding was heading for its boom days in the late '60s. Part of Husky's popularity was due to a long string of motocross world championships, and part to the machine's inherent reliability—Spanish bikes, the main competition of the time, seemed to break all the time.

Well, Husqvarna riders started winning the U.S. National Enduro Championship in a big way in 1971. For the next 15 years the overall winner was mounted on a Husky, and the company enjoyed similar success in ISDE and European

Enduro Championship events. Then, in 1986, Electrolux announced that it was selling Husqvarna off, revealing that the division had never made any money—at least not enough to satisfy the parent company.

Husky was sold to two sport-enthusiastic brothers, Gianfranco and Claudio Castiglioni, the owners of Cagiva Corse S.r.l., a multi-company group that had been (relatively unsuccessfully) marketing the Cagiva motorcycle in the United States. The Castiglioni brothers believed that by purchasing the Husqvarna company they would be buying into a huge, well-maintained dealer network and picking up some top-rate technology they could develop for the U.S. and European markets.

As it turned out, they had spent their money on Pandora's box. There was no new technology at Husqvarna Sweden, just the remaining unsold stock from the past model years. The dealer network was burnt-out and suspicious, and reacted violently with Cagiva's efforts to rearrange their lives. "Why can't we just continue to sell Swedish Huskys?" they all said, but the Swedish Husky was no more; it was either accept this, or lose the marque forever.

Well, in retrospect, the Castiglioni brothers admit that they got their fingers burned badly by the experience. They were left with warehouses full of leftover Huskys, and no parts to keep them together; they tried putting the Husky name on current-model Cagivas, which didn't work at all; and most of the prized dealer network dried up and blew away. To their credit, though, they kept plugging away, and in 1990 they came out with a new Husky, an "interim" model, basically, that wasn't a Swedish bike, but it also wasn't a Cagiva. And actually, it was a pretty good machine.

That's where I became interested in what the Cagiva Group had in mind for the future. Why, in the face of all this adversity, did they continue to try to make a motorcycle that would succeed in the world dirt market? It was a special puzzle to us Americans, because an American company in the face of the same opposition would have declared bankruptcy years ago. Upon arrival in Italy, I wasn't interested in the motorcycles. I had heard great things about them, and had no doubt that they would be capable, functional machines, and maybe one or two of the models

would stand out as something great. Whatever the result of that, I could learn all about the machines in Fairfield, New Jersey.

In Italy, I was interested in the factory. I wanted to see the people working on the assembly lines, and see the bins full of parts waiting to be assembled. And that's exactly what I saw. And not just one corner of a small building; the entire factory complex in Varese, Italy, is devoted to Husqvarna production. The morning we were there the workers were cranking out four-strokes on the line, and it was interesting to note that we heard no air ratchets buzzing—everything was being put together by hand. Each station along

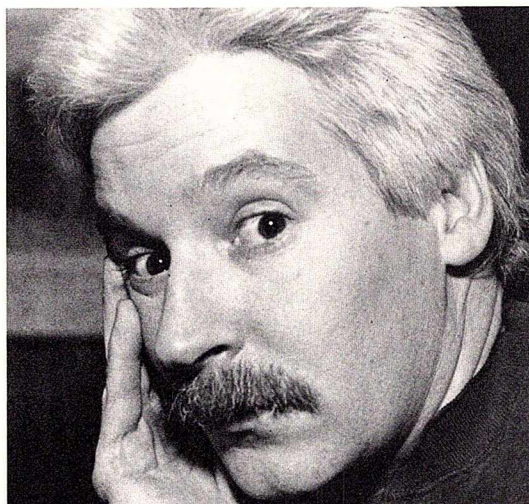
the line seemed to do its own quality control, and when each machine was finished they started it up, got the engine warm, and then ran it on a rear wheel dyno to make one last check that everything was okay. Watching all these people carefully assembling engines and complete bikes, I got a strong impression that the priority was to

build the machine correctly, not just to empty the parts bins.

I talked to the engineers, and they seemed genuinely interested in what we would like to see in the U.S. market. What did we suggest? Work with White Power to make the basic suspension system better; to make it more easily adjustable for a wide variety of terrain. I told them about the rear disc brake problem here in the east, and how the hottest aftermarket item is a solid disc rotor to reduce wear on brake pads. We told them the Husqvarna Four-Stroke should be street legal—not a dual sport bike, but street legal anyhow. Many more details were discussed, and finally we recommended that they get one or two top Americans over here to ride Huskys in the National Enduro series.

Did they listen? Most certainly. Will they do it all? Only time, economics, and practicality will tell; but just the fact that they are interested enough to show us all their "secrets" and listen to what we have to say about them is really encouraging. There will never again be another Swedish Husqvarna, for better or for worse, but I do believe that Husky is back, and ready to do serious battle again in the U.S.

So next month we'll show you some of the riding we did over there, along with some capsule impressions of the bikes. Stay tuned!





## BENNETT WINS ECEA

It should actually come as no surprise, but Kevin Bennett came out on top of the 1990 points standings and will be the ECEA Grand Champ for 1990. Bennett, who rides for Fairway Honda aboard a modified Honda CR250, took the overall at ten of the 19 ECEA runs. Finishing second, more often than not, and finishing second overall in the series is Jack Lafferty Jr., ECEA's 1989 Champion and no stranger to the top spot in this organization. Jack was riding a 1990 KTM 250, and although he took the top spot in a handful of runs, there were too many seconds on his card to top Bennett.

Rich "Wally" Mollenkopf is the third place finisher this year, riding a KTM 250 as well. The season seemed like a race between three people—Kevin, Wally and Jack—and if it wasn't for a challenge from Chris Smith occasionally (he and Wally actually battled in points for third), the year may have been exciting for only those three small camps!

Anyhow, they did a fantastic job, all of them, and we applaud their efforts over the long, long ECEA season last year!

## NETRA CHAMPIONS EMERGE

The New England Trail Rider Association, both hare scrambles and enduro, had a season that was a hair-raiser all year long. The points leads swapped hands almost as often as the events, and we are left with two champions who, although it isn't a surprise that they (finally!) won, they did it against such odds that it was a thrill to watch the whole thing.

First, Russ Stearns, riding a KTM 250, had a rough time getting it together in the shadow of Bert Guerrette, NETRA's 1989 Enduro Champion. Russ would hammer his way into the lead at an event only to fall prey to a nasty accident somewhere along the way. We watched him try to frantically fix his thrown chain as the minutes ticked away in the pivotal Knox Brainbuster run, until he finally had to give it up and walk in. He had bad luck a few times before and since, but basically he held in there and put the screws to Bert late in the season, and his efforts paid off. Any of you who know Russ—who two years ago was carrying around a good 40 pounds more than he does now—know how hard he worked to get this championship; and he won't give it up easily in '91!

And then there's Tommy Norton; vice president emeritus of

## NAMES AND ADDRESSES

### New England Trail Rider Association (NETRA)

P.O. Box 478  
Ellington, CT 06029  
(203)875-5757

### East Coast Enduro Association (ECEA)

1380 Route 70  
Browns Mills, NJ 08015  
(609)893-7294

### Virginia Championship Hare Scrambles Series (VCHSS)

114 Holloway Drive  
Smithfield, VA 23430  
(804)255-4620

### Pennsylvania Trail Riders Association (PATRA)

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### American Motorcyclist Assn.

P.O. Box 6114  
Westerville, OH 43081-6114  
(614)891-2425

### Southeastern Enduro and Trail Riders Association (SETRA)

P.O. Box 1935  
Roswell, GA 30077-1935  
(404)532-6832

### New York Hare Scrambles Series

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District 4 Enduro Comm. (NY)

568 Whittier Road  
Spencerport, NY 14559  
(716)594-0384

### District 6 Sports Association

P.O. Box 554  
Lebanon, PA 17042  
(717)272-6896

Fah-Q Racing and outspoken critic of everything normal. Tommy picked up a couple hare scrambles wins in late '89, and vowed to take charge in '90; a threat hardly taken seriously by the status quo, since it was issued by a guy who has

broken more bones than most people have. Annoyed that the first hare scrambles (Monahan) was changed to an enduro, Norton came out and burned practically every check and claimed to have a good time. Shortly afterwards he went to Blackwater for his second attempt at that race, drew a first-row start position and proceeded to win the overall.

Back in New England, his hare scrambles rides were inspired near-misses, with four seconds, two thirds, a sixth, a seventh, and a fourth to his credit, and he finally won the overall at the Sleepy Hollow. Along the way, though, he high-pointed the King Philip enduro, the Tri-State enduro, and won High Point A in the Rhody National. All this, on the same KTM 125MX. Possible dual-championship winner in '91? Don't laugh yet....

## DATE CHANGED ON ACCOUNT OF TURKEYS

Remember the problems encountered by the promoters of the New England Championship Enduro caused by wild turkeys? It seemed that the "critical" nesting season conflicted with the enduro, prompting the Connecticut state office in charge of turkeys to offer to cancel it forever, regardless of the fact that very few of us have ever even seen the birds, or that acid rain is more likely to wipe them out than motorcycles. Well, after much work by the NETRA office, the state has agreed to compromise and allow the event on June 2, rather than the original date of the third weekend in May.

So we will have the New England Championship Enduro this year after all, which is great news. The NETRA News newsletter reports that the new date is acceptable to both sides, until further evidence is gathered. We all wonder what form the evidence will take....

## MVTR MUSEUM

The SVIA (Specialty Vehicle Institute of America) newsletter aired an interesting fact this month, that we didn't pick up at the time. It seems that the Director of the New Hampshire Division of Parks, Dr. Wilbur LaPage, suggested to members of the Merrimack Valley Trail Riders that they consider adding a wing onto the snowmobiling museum at Bear Brook State Park, and filling it with the history of trail bike riding in the area. Naturally, the club was stunned open-mouthed at the suggestion, and being as broke as most local clubs hasn't started pouring footings yet, but wouldn't it be a great idea? Dr. LaPage has left the door open for future discussion on the matter. Anybody have any suggestions for funding?

## TREAD LIGHTLY

You'll be seeing more and more evidence lately of a public education campaign by name of "Tread Lightly." The name is pretty self-explanatory, the origins of the organization (Tread Lightly, Inc.) are a little unclear, although it is a non-profit foundation, according to the Motorcycle Industry Council. Regardless of where it came from, the message they spell out is clear: do everything you can do to minimize your impact on the forest when you go riding. The U.S. Forest Service and the federal Bureau of Land Management have joined in with the originators of Tread Lightly, so you know that the organization—actually, it's more of a philosophy than an organization—will have some measure of status with the people who manage land.

Regardless of the politics the message of Tread Lightly is clear and important to us all, and they have a list of tips that we can all follow to make sure we're treading as lightly as we can; and they are as follows:

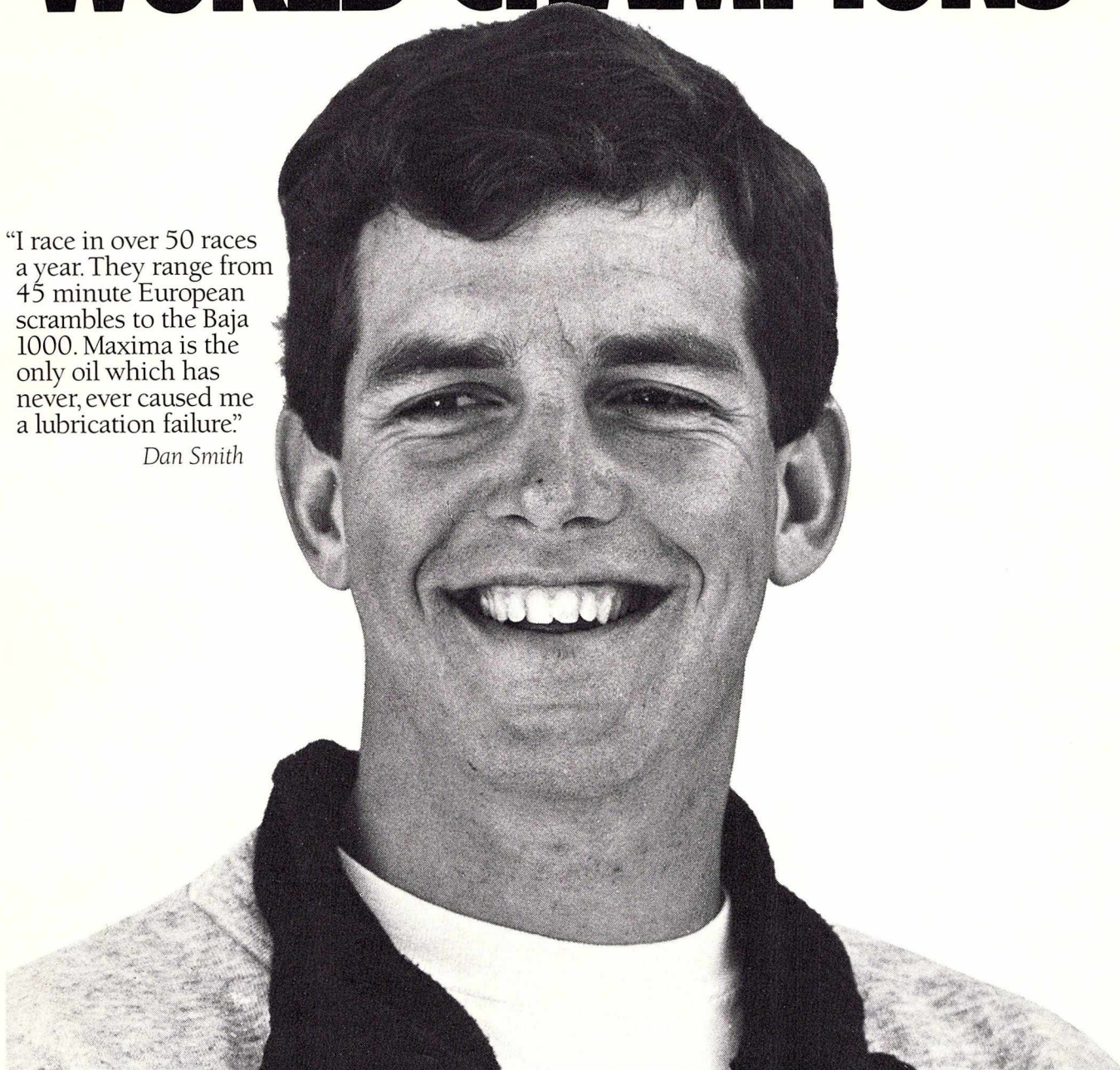
- Obtain a travel map from the Forest Service, or regulations from other public land agencies. Learn the rules and follow them.
- Avoid running over young trees, shrubs, and grasses—damaging or killing them.
- Stay off soft, wet roads and trails readily torn up by vehicles (particularly during hunting seasons). Repairing the damage is expensive.
- Travel around meadows, steep hillsides, or stream banks and lakeshores easily scarred by churning wheels.
- Resist the urge to pioneer a new road or trail, or to cut across a switchback.
- Stay away from wild animals that are rearing young, or suffering from food shortages. Stress can sap scarce energy sources.
- Obey gate closures and regulatory signs. Vandalism costs tax dollars.
- Stay out of wilderness areas. They are closed to all vehicles. Know where the boundaries are.
- Get permission to travel across private land. Respect landowner rights.



# WORLD CHAMPIONS

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# THE REST OF THE WORLD

## MORE HUSKY NEWS

Husqvarna has hired on a gang of killer European riders for 1991, in an all-out effort to win back the European Enduro Championship title (now simply known as the Enduro World Championship—even though there are no American rounds). Husky isn't totally forgotten in Europe—far from it, actually—and they've been most obvious in the past years at the Six Days, particularly the 350 Four Stroke class, where Laurent Charbonnel took the class win on a Husky in 1989, and Hakan Lundberg won it this year (the next three spots were also Husky 350s).

So they have a good 350, obviously, and, according to a fax sent to us from Italy, they have signed current 350cc World Enduro Champion Okatar Kotrba, from Czechoslovakia, to ride it this year. In the 125cc class they have 125cc World Champion Paul Edmondson, from Britain; in the 250 class, 250cc World Champion Kari Tiainen (second overall at Six Days) from Finland; in the 500 class, Czechoslovakian Bohumil "Bubba" Posledni; and in the 500 Four-Stroke class they have Sven Eric Jonsson, who should need no introduction—suffice it to say that he's a Swede who has won more than a handful of World Championship honors.

Ah, but what about an American, you may ask! Good question. We talked to Kari Tiainen and Cagiva enduro team manager Fabrizio Azzalin, and although they were very interested in coming

to the U.S. and doing some riding in the beginning of the national enduro series and the qualifiers, Fabrizio agreed that it would be good to have an American aboard a Husky again, but he had no idea who was available. Well...since then some names have been batted back and forth, but as of this writing no one has been signed. They are looking, however, and if they get the guy they're looking for you may be surprised!

## STREET NEWS

Cagiva, by the way, has won the F.I.M. World Superbike Championship with Raymond Roche aboard a Ducati 888 four-stroke twin. That's right, they beat all those Japanese factory four-cylinder monster bikes with a little old four-stroke twin. They're pretty happy about it, too.

## REAL PLASTIC

Our old buddy Bill Berroth sent a news release and a threat on our lives if we didn't print it, so here's basically what it said: You know the Acerbis 035, right? Their plastic silencer. Well, it was used by a mess of guys in the Six Days (including Kevin Hines and Heinz Kinigadner...hmmm, that means they must have them for KTMs, right?), and as it turns out, overall champion Dick Wicksell was using the 035, so they can honestly claim to have won the ISDE!

Actually, that's a pretty big deal, because the ISDE has one of the most strict sound-test pro-

cedures in the world, and in order to ride, you have to be quiet. The news release goes on to say that they have models to fit Honda, Kawasaki, KTM and Yamaha machines, and they retail for \$129.95 (along with a re-pack kit). What they don't tell us is that some of the silencers used in ISDE were prototype spark arrestor models, and as soon as they're approved in the U.S. us enduro guys will have a hot new spark arrestor to use.

## TAKE THAT, CRANSTON


News from the SVIA tells us that in the final months of 1990 the infamous California Desert Protection Act, better known as S.11 to the people out west, was withdrawn by bill author Senator Alan Cranston (you remember Cranston, he's the Senator who was all involved with the savings and loan institutions that bilked millions of dollars out of depositors in California. He's still free as a bird, by the way, and working to pass laws and legislation governing what us private citizens can and cannot do). The bill lost a lot of interest in Congress due to massive amounts of negative mail and other communication from riders all over the country. This situation should show all of us that it really does pay to write and be vocal.

But Cranston vows to be back with the bill, early

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in the next Congress (this month). If he puts the same amount of effort into this bill as he obviously does gathering "campaign contributions," it could be a mean fight; but he'll meet up with a ton of opposition, no doubt. Hard to believe, though, that we have to spend so much time opposing a lawmaker who, by all rights, should be behind bars.

## NRTFA NEWS

The National Recreational Trails Fund Act did not pass in 1990, according to the Blue Ribbon Coalition, but it's not unusual for a bill to fail to pass in its first year. Blue Ribbon says the bill will be re-introduced in the new year, attached to the Highway Trust Fund Reauthorization Act. Your state representatives need to know that this bill will be a great benefit to your state, in the form of additional federal money to use for trail development projects that will make all elected officials involved look like heroes. This means more letter writing on our part and more basic spreading of knowledge of the bill to our peers. For more information get in touch with Blue Ribbon (208)237-1557, the Motorcycle Industry Council (703)521-0444, the ISIA at (703)273-9606 or Senator Steve Symms' office at (202)224-6142.

## NEW KAWASAKIS FOR '91

By now most of us have heard about Kawasaki's new KDX250 for 1991. Metamorphosized into its new design, the KDX250 now features a perimeter frame very

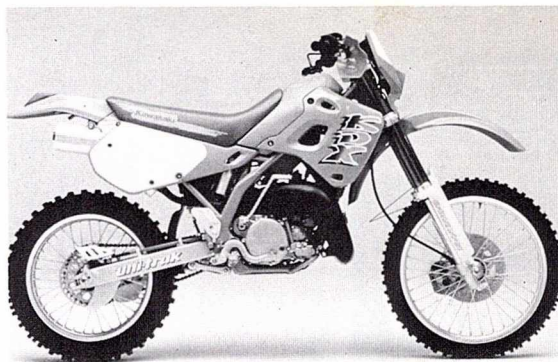
similar to the very successful KX250 frame of 1990. The bike also uses 43mm inverted forks with compression damping adjustments, and a KX-style rear shock with adjustable compression and rebound.

The KDX's engine is basically a KX250 with reduced compression. It breathes from under the seat, has a five-speed transmission, Forestry-approved spark arrestor, disc brakes front and rear and a 3.6 gallon tank. We didn't find any hard specs in the press kit, but maybe we can get one for a test later in the year.

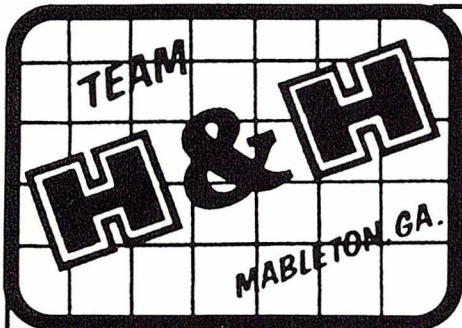
The KDX200 has received engine modifications to increase horsepower, or so they say, and a separate clutch cover is used now to speed access to the clutch. It says here the standard (female slider) 43mm forks have adjustable *rebound* damping, and the rear shock has adjustable rebound and compression damping. Basically, the same great bike it's always been.

Kawasaki's KLR250 is reputed to have received some updates, enough to move it into the true dual sport category. The weight has been trimmed to 259 pounds dry, and the four-stroke powerplant features an automatic compression release for easy starting. The bike still has 38mm forks, nine inches of travel at both ends, and a rear drum brake; but it also has a

very moderate price—which has become very important these days. Your Kawasaki dealer should have full information on all of these models by now.



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# CAPE COD DUAL SPORT

We even had fun in the rain!

By Paul Clipper

West Barnstable, MA 10/14

Massachusetts Route 6 is a pretty busy road at the best of times, but on this Sunday morning we were especially white-knuckling it. The posted speed limit is 50, I think, and we were doing all we could just trying to stay with traffic at 65 mph. Sour-faced church goers looked amusedly out the windows of their road-hog station wagons at the three weirdos on the motorcycles, probably mentally gauging how little damage we'd do if they simply ran us over. Grim! They must eat the wounded on this stretch of road.

The weather didn't help; as a matter of fact, the weather was 90 percent of the battle. It wasn't overly cool, but it was pouring down rain; and the combination of our speed and the prop wash from the road



Kevin Hines rode the infamous KTM military bike. "C'mon Clipper, let's get moving—I think we're winning this thing!"

All the way to the sea! Every now and then we'd break out of the woods into some classic New England coastal scenery.

hogs was doing its best to wash us right off the bikes. I was suffering from ragged doubt at the time, since hurricane Lilla, or Louie, or Larry, or something like that, had been heading up the coast, and the last time I'd seen the news—admittedly, 36 hours ago, the hurricane was headed up to turn Cape Cod into Atlantis on this day. Something wasn't right with it, though, because it might have been a little wet, but this was certainly no tropical storm.

And it wasn't so bad before we hit the highway.

"We" consisted of Kevin Hines, mounted on the legendary KTM Military Bike (unavailable in the U.S.), Sidney Dickson, up from Maryland and freshly returned from another cross country jaunt, riding his "legalized" KTM 350, and me, on the DR350S, as the lone four-stroke rider. We had left Kevin's house, for what I thought was a straight shot to the Bourne Bridge, but instead he

went out the back way and we had spent the last half hour carving up the powerlines on the mainland side. I jammed on the brakes to avoid a Mercedes making a right turn from the left lane, and once again

remembered how much safer dirt riding is compared to street riding.

But we arrived at the starting point in one piece, and met Ernie Wurltzer of the Cape Cod Woods Riders, the trail boss of this premier event. We were talking about how to make the fine distinction between a dual sport event and a turkey run, which also requires a street-legal machine. We decided that where a turkey run was usually 80 percent trail, you'd be safe to assume that a dual sport event is 80 percent road, even though just about all of it is dirt road. All the while I was trying to keep him from noticing Sidney's bike, which, although it's street-legal in Maryland, is a far cry from the spirit of dual sport events!

The ride itself left the back of the Burger King and quickly aimed us onto some perfectly smooth, narrow cart roads. I mean, these were the type of roads that would make a beginning dirt bike rider think that off-road riding was the most comfortable, most pleasant preoccupation you could pursue; and they would drive a mountain biker wild. Trouble was, there weren't any of them that were much longer than a couple of miles, and with Kevin in the group we didn't do much dawdling.

Although they're not very long, there are plenty of dirt roads on Cape Cod. We were weaving back and forth through the area, plainly not getting much more than 10 miles away from where we started, and we only doubled back on

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*There must be only one hill on the whole Cape Cod peninsula, and this is it. The view, even on a rainy day, is tremendous—hard to believe there's so much woodland. Sidney is showing off with a difficult "feets-down" wheelie.*

one trail. The course crossed the power lines many times, but they never ran us down them. Of course, it is deep sand on the powerlines, and the club may not have had permission anyhow.

You don't need permission on the paved road, however, and we spent a few miles traveling through towns to get to the different dirt sections. Some of the houses out there...especially in Hyannis...well, they're incredible. For all I know, we may have passed right by the Kennedy mansion, but they certainly didn't have a sign outside.

Towards the end of the ride, the club threw in a "hero" sections for the most adventuresome, and I think everybody went through it. It started with a little bit of rough cart road, up and down over a few small humps, and then straight up a loose, rocky hill. Very steep, too. The view from up top was really nifty, like being on the edge of a tree-covered cliff. The only guys that had trouble with it were the guys who weren't generous with the throttle.

The following section was all tight enduro trail, which was a whole lot of fun if you didn't catch a mirror on a tree! From there, we headed back out to the road and to the finish of the ride. The Cape Cod Woods Riders had put together about 90 miles of really fun riding, but unfortunately they only drew about 35 riders for the day. The news of the hurricane definitely kept the crowds away, but by lunch time we had sunshine and clear skies. So next year, if they have it again, don't pay attention to the weather report. Come out on dual sporting with us; it's really the most fun way to see Cape Cod...or anyplace, for that matter!



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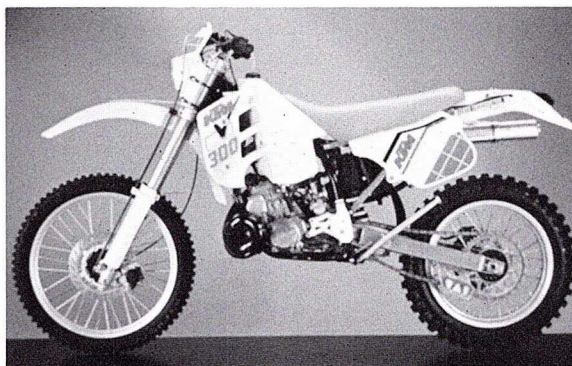
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ECEA Round 17

# SANDY LANE ENDURO

Close battle in the Pines

Green Bank, NJ 10/7

The ECEA series has been running so close this year that, well, when the results for the Sandy Lane were posted, rather than *know* that either Jack Lafferty Jr. or Kevin Bennett was in the lead, everybody had to fall back on calculators and note pads for an intelligent estimate. We *think* Kevin Bennett is still a few points ahead, but we're not going to make any bets until the ECEA points keeper gives the word.

The two rivals, Jack, on his KTM, and Kevin, still on his '89 Honda, came into the Sandy Lane ready to duke it out once more, but Chris Smith beat them to it. Chris had grabbed the gold at the first run of the season, so it wasn't a big surprise

to see him top the field once again. Chris was zipping around on a KTM 125, and he made his move late in the afternoon. He skidded into the 10th check on zero, maybe by the skin of his teeth, and then zeroed the 11th check as well.

The 10th was the one that made the difference. Chris and his brother Drew were the



*Chris Smith: There's a certain style, a certain intensity behind every champion's race face that may not reveal the true person inside. In Chris's case, there's no doubt!*



*Kevin Bennett tied Lafferty's score, but for once they didn't battle to the front of the pack. Still, after Sandy Lane it looks like Bennett is a shoo-in for the title again.*

only two AA riders who zeroed that check, and while Lafferty had beat Chris at the 8th check by a point, the 10th put him back over. Lafferty had also dropped a point at the second check, and his final score was 10 points and 43 seconds, compared to Smith's nine.

Bennett had been matching Smith's score all day, and then taken the lead at the 8th check. But, he lost a point at check ten, and carried it into check 11, giving him a 10:56 and third place overall.

KTM 125 pilot Mike Lafferty posted the best score in the A class, a 14. He won the High Point A trophy; Mike was challenged by Dennis Zurawski Jr., but Zurawski's extra point at the finish relegated him to "only" the A Open win. A. Ellis was the High Point B winner, with 21 points down, and B. Maco is listed as winning High Point C with a 34.

Everyone agreed that the Meteor event was not what they had expected. The club had unearthed and cleaned a trail that hadn't been used in years, and as a result the riders were treated to nearly 40 miles of almost smooth single-track trail, through some of the prettiest woods in the state. Of course, after the gas stop they were





He was definitely happy about beating Bennett again, but Jack Lafferty Jr. would have been much happier with first overall. The season-long battle is coming to a close, and it looks like Jack will move back to the second spot for 1990.

also treated to one of the meanest, most ignorant tight sections available, so it all worked out in the end.

On a sad note, Super Senior rider Bill Maco suffered a heart attack during the event and unfortunately passed away while the paramedic team was administering aid. It's such a shame;

you hear statistics about how many heart attacks occur on any given day, but the reality never sinks in until it happens so close to home. The Meteor Motorcycle Club and this magazine would like to convey their deepest sympathy to the friends and family of Mr. Maco.

<b>Sandy Lane Enduro</b>		4. M. Reszkowski 36	1. A. Durham 142	1. L. Pirie 51
<b>Class Results</b>		5. R. Schoonmaker 51	<b>B125</b>	2. R. Eder 56
Chris Smith 9	<b>A250</b>	1. E. Pirie 23	1. E. Pirie 23	3. J. Nagengast 57
<b>Grand Champion</b>	1. A. Buchholz 17	2. K. Koeller 32	2. K. Koeller 32	4. A. Van de Burght 58
Mike Lafferty 14	2. P. Emmons 18	3. R. Pecile 44	3. R. Pecile 44	5. P. Anderson 82
<b>High Point A</b>	3. J. Rosenberg 18	4. J. DiOibida 51	4. J. DiOibida 51	<b>B Super Senior</b>
A. Ellis 21	4. B. Atkinson 18	5. R. Leskanic 68	5. R. Leskanic 68	1. L. Rehatchek 103
<b>High Point B</b>	5. D. Hiles Jr. 21	<b>B200</b>	<b>B200</b>	2. K. Schaefer 113
Bill Maco 34	<b>A Open</b>	1. D. Waxmunski 29	1. D. Waxmunski 29	<b>C200</b>
<b>High Point C</b>	1. D. Zurawski 15	2. D. Elseroad 32	2. D. Elseroad 32	1. J. Mulhern 38
<b>Teams</b>	2. S. Wolfersberger 21	3. S. Marando 35	3. S. Marando 35	2. M. Wieszcwski 46
1. TriCounty # 1 91	3. C. Tenney 31	4. J. Fauzio 38	4. J. Fauzio 38	3. D. Compton 52
2. CJCR M.B.D. 104	4. K. Humphreys 31	5. M. Miller 39	5. M. Miller 39	4. H. Cushman 54
3. PBER Twisters 111	5. K. Gottshall 37	<b>B250</b>	<b>B250</b>	5. M. Spenar 64
4. Ridge Riders 114	<b>A Four Stroke</b>	1. K. Douthitt 22	1. K. Douthitt 22	<b>C250</b>
5. MCI# 1 144	1. J. Smith 20	2. T. Thigpen 23	2. T. Thigpen 23	1. L. Green 36
<b>AA</b>	2. J. Cushing 26	3. T. Reder 25	3. T. Reder 25	2. S. Mason 43
1. J. Lafferty Jr. 10	3. J. Walaszek 31	4. J. Austin 26	4. J. Austin 26	3. S. Culver 45
2. K. Bennett 10	4. M. Young 52	5. K. Leary 27	5. K. Leary 27	4. N. Fontanazzi 45
3. R. Mollenkopf 12	<b>A Senior</b>	<b>B Open</b>	<b>B Open</b>	5. R. Wisdo 46
4. D. Nenstiel 13	1. R. Tompkins 21	1. M. Moore 19	1. M. Moore 19	<b>C Open</b>
5. J. Rogers 13	2. W. Wickline 22	2. W. Fontanazzo 28	2. W. Fontanazzo 28	1. M. Brown 65
<b>A125</b>	3. E. Gullestad 26	3. K. Poerner 28	3. K. Poerner 28	2. T. Schanne 75
1. E. Koeller 22	4. J. Lafferty Sr. 32	4. M. Graver 29	4. M. Graver 29	3. E. Weaver 77
2. D. Barlow 25	5. T. Phillips 40	5. J. Walter 31	5. J. Walter 31	4. R. Barreto 78
3. L. Camburn 26	<b>A Super Senior</b>	<b>B Four Stroke</b>	<b>B Four Stroke</b>	5. A. Ciambra 109
4. P. Hodges 30	1. C. Stapleford 34	1. G. Gater 30	1. G. Gater 30	<b>C Four Stroke</b>
5. B. Agonis 44	2. W. Kruse 56	2. M. Paoli 49	2. M. Paoli 49	1. M. Stetler 63
<b>A200</b>	3. E. Baker 73	3. S. Harms 60	3. S. Harms 60	2. J. Wendmaier 77
1. E. Hamilton 17	<b>Women</b>	4. D. Testerman 62	4. D. Testerman 62	3. J. Adams 90
2. C. Nolan 20	1. L. Luhn 72	5. C. Cummings 63	5. C. Cummings 63	4. E. Dickenson 114
3. J. Mayer 29	<b>Vintage</b>	<b>B Senior</b>	<b>B Senior</b>	5. T. Lamping 168

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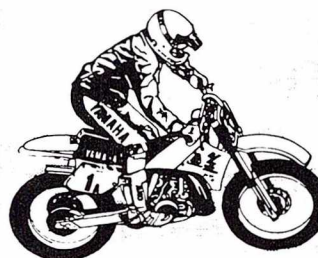
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# VINTAGE IRON TURKEY RUN

No suspension necessary!

by Jim Rooney

Allenstown, NH 9/23

Scattered in the back of the truck was a old water heater, chain saw, gas cans, scrap metal, a '74 Penton Jackpiner, and approximately 40 empty Budweiser cans.

To me the rusted, seized, torn Penton looked completely restored. The logger told me he found it leaning up against a old oak tree, and wanted to know if I would trade the bike for a Harley tire. Now, six months later, the Penton shines and runs beautifully.

On Sunday, September 23rd, the MVTR held the 1990 Vintage Iron Turkey Run, where a small group of trail riders brought their own vintage bikes to try out in the state forest. The course consisted of 13 miles of rock-free tight trails and pine forest fire roads. Most people rode the loop twice, which was just enough on three inches of suspension.

I was expecting the trails to be littered with broken down bikes, so I staffed a small fleet of sweep riders who were told to let the air out of their tires to slow them down on the trail. Surprisingly enough, though, only two vintage bikes broke down.

The parking lot was full of proud owners and stories of years past. The oldest bike was a 1968 Greeves, ridden by Ray Lajoie of Nashua, NH. The oldest rider was Clayton Finnegan, 73 years young, of Pittsfield, NH, riding a 1972 Bultaco Alpina 250. The most unique bike was a Yankee Z twin cylinder two stroke owned by Ray Lajoie.

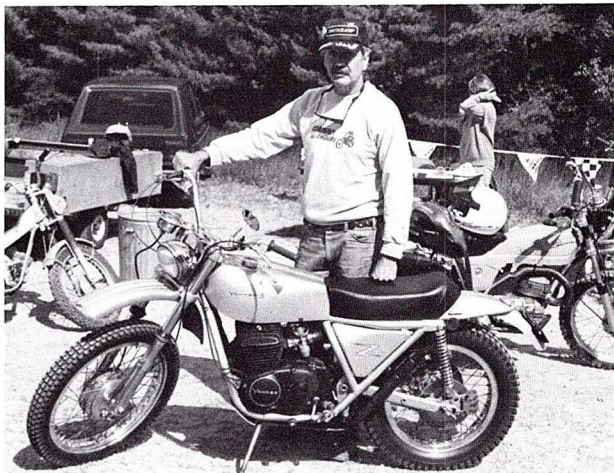
I have to admit though, that the best part of the day for me was getting off that three inches of suspension, and pulling arrows on my modern-day CR250. I felt like a time traveler.

Hopefully, MVTR will be hosting the 1991 Vintage Iron Turkey Run later this summer, so start searching for those relics now.

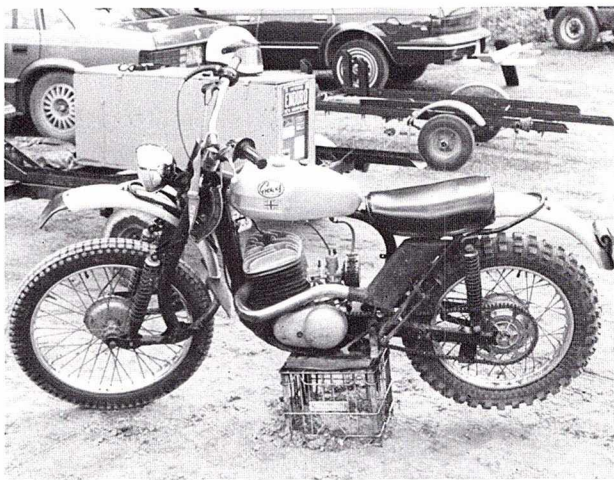
*The oldest rider to attend, Clayton Finnegan, stands next to his immaculate '72 Bultaco.*



*Ray Lajoie's '73 Yankee Z won the "Most Unique" award for the turkey run.*



*The winner of the "Oldest Bike" award was another of Ray Lajoie's collection; this '68 Greeves.*



*Tim O'Rourke won the "Best Restored" award with this perfectly clean '74 Penton (with a '75 tank).*





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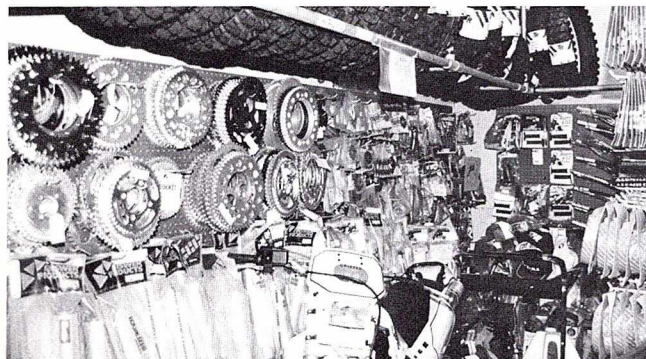
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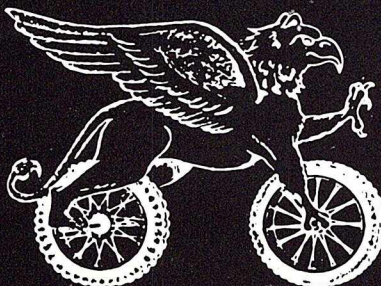


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## Far North Trails

# AMMONOOSUC RIVER TURKEY RUN

## Fantasizing in Swiftwater, NH

By Merrill Hoekstra

Swiftwater, NH 9/9

She comes all the way out from Denver, and he takes her up to the middle of Nowhere, NH, and makes her work sign-up!"

I was at the first club meeting after the Ammonoosuc River Turkey Run, the "Ammo," and club President Rob Royce was making fun of me for taking my fiancée with me up to the ride. It just so happened that she enjoyed it and Rob was jealous because while I found a woman who actually likes bikes, he's getting married soon and might as well sell his bike for all the time he'll get to ride it. Rob is also the guy whose Husky caught fire while attempting to pump out the gas that had leaked through this stuck float bowl and into his cylinder overnight. Yes, he left the gas turned on. Luckily someone produced a fire extinguisher, or else the volunteer fire fighters would have been added to the list of local charities receiving donations from the event. As the smoldering coals of his Husky popped and crackled in the background, he borrowed an XR350 and set out with the sweep riders to clear the trails of any of the 189 riders who might have gotten lost, broken down, or injured.

For those who camped out at the start, the day started off quite crisp at 47 degrees, but turned out to be a beautiful early fall day. Trail boss Kenny Chace and the Norumbega Trail Riders laid out an excellent trail that seemed a bit "dirt roady" at first, but then had some of the best sections of any turkey run in New England. The now-famous power line section was even better this year, with rolling hills spiked with waterbars set just right, to make everyone feel like a moto-cross hero without the hassle of removing your silencer and riding like a teenage pinhead.

This year's ride had something for everyone,




There were a few rough spots in this year's Ammo, but most was easy riding.

The weather was dry, but the club offered a couple of chances to cool off!

including mild boneyards, great views, covered bridges, fresh single track through Arthur's Forest, and even two nice water crossings that were deep by turkey run standards, but passable enough to make most riders imagine they were Tommy Norton on their way to Blackwater 100 fame and fortune. In case you weren't sure, that was local hero Norton himself who roosted by you in his pink team racing jacket.

The Norumbega Trail Riders donated \$400 from both the Red Fox and Ammo turkey runs this year to promote good will in the area toward trailriders and to help keep the land open to future rides. By coordinating with local authorities and landowners, and the use of quiet, legal bikes, it is possible to continue these and all the



other turkey runs in the NETRA series. If you weren't there, you missed some primo trails, great views and an excellent time. Next year feel good about yourself. Ride the Ammo! 

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
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ECEA Round 14

# MOONSHINE ENDURO

Anybody for a swim?

By Jamie Theurkauf

Brandonville, PA 9/9

The ECEA Championship Series has evolved into an annual scrap between Tri-County Sportsmen's Kevin Bennett and Jack Lafferty, Jr. over the past several years. No enduro has reflected this battle more than the Valley Forge Trail Rider's Moonshine Enduro. In 1988 with Jack holding an edge in seconds, in a 4.8 mile section of fast, dirt trail Kevin dropped a 2 to Jack's 3 and took the overall.

Moonshine '89 saw Lafferty and Bennett check in to the last section deadlocked to the second. Four miles of tight, rocky trail decided the outcome with Lafferty besting Bennett by one point for a final tally of 20 to 21. With the ECEA Championship points race heating up again, Moonshine '90 promised to provide as much excitement as the two previous.

The course consisted of typical Pennsylvania rocky, technical trail sections mixed in with woods road and the "moonscape" coal fields. Last year's 95 mile course was shortened to just over 70; but these 70 miles were tougher miles. VFTR spent many man-days in Brandonville cutting new trail and grooming the existing sections. Rain on the Wednesday and Friday before the run left the course moist and slick in spots and kept the dust down in the coal fields.

Race day dawned sunny and cool with the occasional threatening shower never materializing, setting the stage for another Bennett-Lafferty duel.

The riders started on a few warm-up miles of mixed single and two track trails run at 18 mph. Check one lay at 3.0 and fed them into a 5.8 mile twisty, rocky section that featured a couple nifty off cambers. The speed average through most of the section was 21 mph to enable the C riders a chance to get on time at the 20 minute reset at the end. At the check out,

the first emergency, Bennett charged in 5 minutes, 40 seconds late edging High Mountain's Dan Nenstiel by 10 seconds and Lafferty by 18.

Three and a half miles of dirt road led the competitors to the second check in. This time a faster four mile section took 4 points from Lafferty, Bennett and MCI's Wally Mollenkopf, who dropped 6 in the first section. Nenstiel fell 1 minute off the leader's pace losing 5 points at check 4.

The next 35 miles consisted of mainly two-track trail and woods road with a little single track thrown in to keep things interesting. Ten miles of free time allowed the hotshoes to enjoy riding at their pace without using a speed average that would punish average riders. Five miles before the gas stop a secret check was cleverly hidden

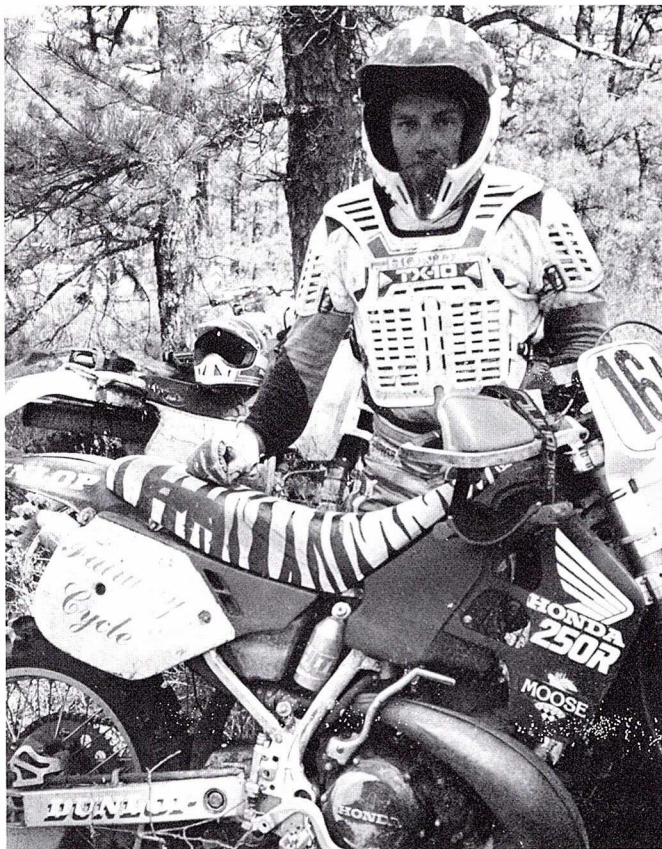
just over a rise in one of the coal fields. A few people hit it hot, but most zeroed it with no trouble. At the gas Bennett and Lafferty were tied at 9, followed by Nenstiel and Mollenkopf at 10.

An 18 mph trail section preceded check 6 and more than one napping rider was caught hot at this check-in. The following 6.3 mile section wound up a mountainside and featured two and one half miles of fast, windy dirt trail through pine trees very reminiscent of New Jersey. Then the big rocks started. Not rock gardens, just big rocks spaced along the trail. Seven riders pounded through losing five points, Bennett the fastest at 5:25. Lafferty followed at 5:28 with several riders in the 5:30s including Nenstiel, Mollenkopf, Chris Smith, Fred Hoess and Al Buchholz.

The stage was set for another Bennett-Lafferty battle to the Known Control. Once again the two were deadlocked with Bennett holding a slim 21 second advantage. The final section was primarily fast dirt trail with one "Rhode Island" rock garden and three crossings of the Catawissa creek that left a few of the over-anxious riders pumping water. A quick look before jumping into the river would have saved lots of aggravation. Bennett cranked through the 4.4 miles and lost only 2 points. Lafferty was only a few seconds slower, but these seconds knocked him to 3 minutes late.

Kevin Bennett claimed the chain-saw cut Moonshine trophy and Grand Champion jug for the second time in three years, dropping 16 points. Jack Lafferty Jr. took second, carding 17 points for the day. Rounding out the top five were Danny Nenstiel (18), Wally Mollenkopf (18), and Chris Smith (19). Al Buchholz took High Point A, 7th overall with a 22 point loss, and Robert Mohn dropped 25, taking the High Point B award. Scoring and trophy presentation were complete by 5:00, allowing the weary competitors an early arrival home.

VFTR thanks the competitors, friends and families who make the Moonshine Enduro happen, and looks forward to seeing everyone in 1991.



Kevin Bennett made the Moonshine his umpteenth win this year, an excellent record considering his Honda is an '89 model. (file photo)

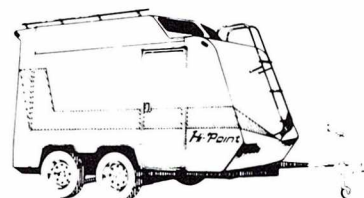


<b>Moonshine Enduro Class Results</b>		5. B. Agonis 40	3. W. Kruse 72	<b>B Senior</b>	
Kevin Bennett 16		<b>A Medium Light</b>	<b>Women</b>	1. D. Varnes 43	
<b>Grand Champion -</b>		1. M. Reszkowski 25	1. L. Luhn ck.4	2. T. Agonis 57	
Al Buchholz 22		2. E. Hamilton 27	<b>B Light</b>	3. D. Heffelfinger 64	
<b>High Point A</b>		3. R. Schoonmaker 38	1. M. Marcin 31	4. J. Schwaaz 66	
Robert Mohn 25		4. K. Campbell 71	2. C. Shenigo 32	5. J. Manzick 66	
<b>High Point B</b>		<b>A Medium</b>	3. G. Hall 32	<b>B Super Senior</b>	
M. Stetter 259		1. C. O'Brien 22	4. E. Pirie 34	1. D. Severe 62	
<b>Low Point Finisher</b>		2. B. Blanchard 23	5. R. Pecile 37	2. L. Rehatchek ck.3	
<b>Top Five "B" riders</b>		3. B. Atkinson 23	<b>B Medium Light</b>	<b>C Light</b>	
1. R. Mohn 25		4. J. Rosenberg 25	1. D. Elseroad 30	1. J. Brethauer 50	
2. T. Reder 26		5. R. Heins 26	2. D. Varnes 31	2. C. Fliegau 51	
3. K. Duffy 27		<b>A Heavy</b>	3. J. Fauzio 34	3. R. Murhorn 52	
4. B. Crone 27		1. D. Zurawski Jr. 23	4. D. Waxmunki 35	4. K. Salak 68	
5. M. Moore 28		2. M. Felegie 28	5. R. Lorensen 36	5. D. Spencer 71	
<b>Teams</b>		3. C. Tenney 29	<b>B Medium</b>	<b>C Medium</b>	
1. H.M.D.R. 120		4. T. West 30	1. T. Reder 26	1. J. Stachouski 38	
2. C.J.C.R. "Good" 169		5. L. Gottshall 31	2. K. Duffy 27	2. J. Maurer 45	
3. Meteor# 1 142		<b>A Four Stroke</b>	3. B. Crone 141	3. J. Gyuricsek 50	
4. DER# 1 169		1. J. Cushing 28	4. D. McKenzie 28	4. A. Susen 50	
5. C.J.C.R. "Ugly" 170		2. J. Walaszek 30	5. T. Thigpen 30	5. W. Winemiller 52	
<b>AA</b>		3. B. Dugan 31	<b>B Heavy</b>	<b>C Heavy</b>	
1. J. Lafferty 17		4. R. Hancock 36	1. M. Moore 28	1. G. Franko 55	
2. D. Nenstiel 18		5. D. Kirkpatrick 47	2. W. Fontanazza 31	2. E. Weaver 68	
3. R. Mollenkopf 18		<b>A Senior</b>	3. K. Poemer 35	3. A. Willenbrock 69	
4. C. Smith 19		1. R. Tompkins 36	4. R. Rodgers 35	4. I. Langman 115	
5. F. Hoess 20		2. R. Fliegeauf 39	5. C. Garber 35	5. R. Soleiman 123	
<b>A Light</b>		3. J. Lafferty, Sr. 39	<b>B Four Stroke</b>	<b>C Four Stroke</b>	
1. M. Lafferty 24		4. P. Parlett 41	1. G. Gater 31	1. C. Nauta 62	
2. R. Farber 26		5. C. Stapleford 48	2. K. Mahon 37	2. L. Schappell 81	
3. R. Sauer 30		<b>A Super Senior</b>	3. E. Nijkamp 38	3. M. Miller 90	
4. D. Barlow 31		1. J. Smith 52	4. C. Fabian 44	4. J. Adams 117	
		2. E. Baker 56	5. D. Testerman 46	5. M. Stetter 259	

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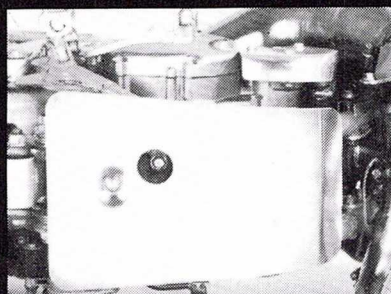


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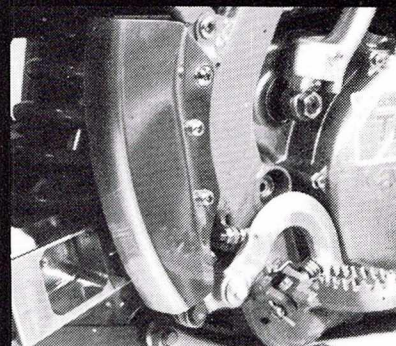
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# COLORADO TRAILS

Making all the passes with Team Moose and friends

By Paul Clipper

Silverton, CO 9/15

Tracy Smith came back down the rise, skittering along on the wheezing CR, and looking cold. We knew it was Tracy, because he was the only person who went up that hill, following a mental map of the area that completely confounded us, but kept him scaling and descending different trails and roads at a bewildering pace. The only time I'd know where we were happened whenever we scaled another hill and somebody would volunteer the name of yet another pass. When we reached the top of this one, Tracy said "This is Rocky Pass." It was aptly named, too; through the blinding sleet coming down the only thing apparent was rocks—and Tracy, coming towards us, fighting the wind whipping over the ridge.

The sleet became mixed with snow as Tracy rolled up, and we had to blink back the beating flakes were giving us while he laid out the plan. "The single-track trail goes over that hill," he said, pointing at the steep mountain he'd just descended, "and then follows the ridge for about 15 miles before it drops down into Lake City."

"Good!" I said, ready to go, "Then let's get started, no sense freezing here!"

"Wait a minute. There isn't really a trail. See those two posts going up the hill? Those are the

trail markers, and in places where the posts blew down the hikers have erected cairns—small piles of rocks to follow."

"That doesn't sound like fun," said Pete, who was nursing a 12,000-foot headache and sucking on a granola bar.

"But we can ride it, right?" I asked, always in a hurry to get going.

"We could ride it, if we could see it," Tracy said. "It's difficult following the cairns in good weather. In this stuff, we may be wandering around blind." As if on cue, the wind picked up a notch and the snow came down thicker. Where there was dirt and rock around us when we arrived, there was now white stuff accumulating—and the temperature, which yesterday held at a nice 70 degrees, was nudging the low side of 30, and dropping fast.

"You know," Tracy continued, "every year people die in this kind of weather."

Right there it was decided that we would take the Jeep road down the ridge, and decide at the bottom whether to take the dirt road to Lake City or back to Silverton. It'd be a shame; there was a perfectly good, challenging single-track, and we were going to turn our backs on it. Even as I thought this, though, the snow increased again, and since the top of the ridge was easily another 200 feet up, it wasn't any better up there.

It was a wise decision, but sometimes I hate to be sensible!

## HOW DO YOU LIKE YOUR WEATHER?

So there we were, in southwestern Colorado. The official reason was to test some of Moose Racing's bikes, but the unofficial *real* reason was to kick back and do some mountain trailriding for a few days. Pete and Joe from Moose were along for the ride, and we were fortunate to have Tracy Smith, owner of Greater Colorado Trail Rides, Inc., along to pull guide duty. Tracy really is a human map of the area, and I got a real feel for what a ride with his organization would be like. One thing's for sure, Tracy cannot get lost in Colorado!

We had started on a Sunday in Silverton, mingling our activities with a group of Texans in town for some trail recreation (see sidebar). Silverton is a very small, very western town that

relies heavily on tourism. It is the northern terminus of the Durango-Silverton Railroad, a steam line that hauls visitors back and forth, and



Early morning snow, in September, no less. Tracy, Joe and Pete waiting for the photographer.

some of the shops don't open until the train is due, and they close right after it leaves! It made finding dinner at night really interesting.

On Sunday, like I said, the weather was warm and dry. The riding was very dusty, and we mainly followed the route laid out by the Silverton 350 folks. This route took us out of Silverton and up the paved "Million Dollar Highway," the road that heads up to Ouray and north. At the top of Red Mountain Pass we hooked a



It'd be a great place to live, but you'd make no friends among the paperboys.



Silverton is exactly what you've imagined all small Colorado towns look like. The accommodations were great, food was good; it's a nice place to visit.

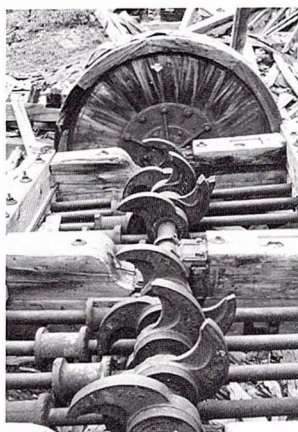


left into the mountains until we came to Black Bear Pass, and headed down. We had to wait until a Jeep cleared a nasty section of steps, and I was amazed that the Jeep owner wanted to drive down there at all. It was only the first four-wheeler we saw, though; within the next three days we'd see four-wheelers everywhere we went, as well as hikers, mountain bikers, and even hang gliders. This part of the world may be remote, but it certainly isn't lonely.

From Black Bear we rolled down into Telluride, so Pete could do some shopping. Telluride is a pretty little town, full of Lycra people on bicycles and in old four wheelers, and they have a way of looking at motorcyclists like they're the scum of the earth. I heard the term "Tragically Hip" one time, and I never really saw a whole town that fit that description, until I saw Telluride. It's probably a great place to eat granola and whole-grain bread.

It was a quick ride—straight up—to Imogene Pass, and then, after a lot of fast fireroading, we scooted down into Ouray for lunch. The people in Ouray were much nicer, and interested in what we were doing. Did we come over Imogene? Black Bear? How was the weather up there? They say it'll rain. Are the aspen leaves pretty? They were truly nice people, and I'd have to say Ouray is a great place to visit.

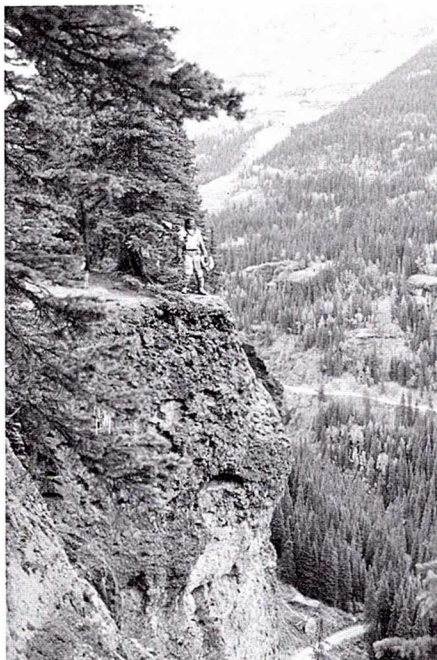
We were in the area during the fall foliage season, however brief it may be. Apparently, the aspen leaves (the only deciduous tree in the mountains) turn bright yellow and drop within days, but it starts at the upper altitudes and



moves down into the valleys. The scenery changed according to altitude, and most of it

*The original Moose flywheel, as part of a stamp mill ruin in one of the many ghost towns. Building wreckage from the gold rush days is common.*

*Perched at the top of the earth. Joe, Tracy, and Clipper enjoy an altitude headache and the view.*



*Now here's a man who scoffs at danger, who only strode out onto the precipice to mock it. Pete Denison, trying not to lose his death grip on a tree branch.*

was overwhelming. Actually, the only time the scenery was boring was the few times I found myself face-down on the trail!

#### MAGIC DIRT

For the rest of the day—indeed, the rest of the trip—the passes came fast and furious. We went over Engineer Pass, Cinnamon Pass, Animas Forks—we went up and down so many times it started feeling like a roller coaster. Throughout this first day it was dry and dusty, typical western riding; but in the distance rain clouds threatened, and we were anxiously awaiting rain.

We got our wish that night. In the morning we awoke to the sound of elk bugling like mad in the hills, and a scene of alpine splendor worthy of the best motel-wall paintings I've ever seen. The hills had been rained on all night, and the peaks were thoroughly dusted with snow. The aspen leaves that hadn't turned the day before were bright yellow

now, and thick wisps of clouds snaked up and down the valleys. It was one of those scenes where you can hardly believe you're going to be riding in it.

But ride it we did, and we discovered the Colorado Magic Dirt. You see, most of the time the state is nothing but rock, with maybe a dust covering, but when it gets enough rain the Magic Dirt comes out, and you have perfect traction, no dust, and so much fun you can't stand it!

We hurried out and up some pass or another—I've really forgotten all of them by now—and in 20 minutes we were riding in snow! Not so much that it was any kind of a problem, but just enough to give you the grins. When the sun would peak out on a patch it would almost immediately melt, and in some places the water would pool and mud would form.

Now, these Colorado guys are lightning on the fireroads, and wicked on a rocky trail, but throw a little mud in front of them and they stop cold! I was loving it! Mud and rocks, just like New England, and every time Pete would slow down for a mud rut I'd make it a point to pass him, just



*After the rain, the riding was simply fantastic. The days are short and weather changes fast, and we wished time would slow down.*

to show him how it's done. All four of us were grinning like fools, all morning long.

Occasionally it would rain on us, and it felt a little sleety in spots, but we really didn't get hammered with snow until the scene described in the beginning of this story. I'd like to point out that on the way down from Rocky Pass we got soaked, once the snow turned to rain, and froze almost down to the marrow. I told those guys that at least we wouldn't have gotten wet, staying in the snow, but they still maintained that anything could happen at the high altitude. And they were right, I'm sure.

#### ROAD TRIP

We made the second day a short one, unfortunately, and headed back for something to eat and some hurried packing. That afternoon, we pulled



up stakes and headed back towards Sedalia, with a morning ride in the Rampart Range of the Rockies planned. After about eight hours of two-lane roads we were back at the Moose shop, and thoroughly crashed out.

The Ramparts are what most people think about when you mention riding in Colorado. It's a very popular riding spot, thickly wooded and hilly, and bristling with well-used trails. Here's where we finally found whoopeddos and a very odd riding surface. The Rampart soils seem to be all gravel, and it's mighty slippery until you get used to it. Also, since the average altitude was a couple thousand feet lower than the Silverton area we were treated to bikes that actually ran closer to what you'd expect.

It's hard to believe how much horsepower thin air can rob. Our 250s ran no better than 125s at the top of the passes, and only Joe, with his KX500, had an excess of horsepower to play with. Yes, everybody in Colorado rides Open bikes, or they have a real practical reason for riding anything smaller (like racing in the 250 class).

The altitude also plays games with your body. It's very common to have your head start aching above 10,000 feet, and you'll probably feel tired and sluggish, as well. People who are really sensitive to it can really get sick from the altitude, and the only cure is to get back down to a lower altitude. I had plenty of experience at really high altitude work in Peru (16,000 feet and more), so I knew to take it easy in the Rockies. It helps to keep your blood sugar up as well, so PowerBars and other nutritional snacks come in handy; and

## FIFTY-ONE TEXANS, THREE LOCALS, AND ONE DAMN YANKEE!

Here we were, a week after the Colorado 500, and we hooked up with a group of 50 guys from Texas, enjoying the trails and jeep roads in and around Silverton. Were they refugees from the 500, who just didn't want to go home? No, this was the Silverton 350, a loosely-organized recreational trailride dreamed up and hosted by George McMahan of Honda of Lubbock, in Lubbock, Texas.

"Basically, my friend Ralph Carlisle and I came out to Silverton to ride one summer in 1980, and we liked it so much that we swore we'd go back the next year!" George told us. "As it turned out, we didn't get back until 1987, and that time around we said 'Hey, why don't we invite a bunch of guys and have a good old time?' The event was named the Silverton 350, and in 1988 they had 24 friends with them, and enjoyed every minute of it. In 1989 they did it again, this time with 35 riders, and this years atten-



George McMahan

dance was an all-time high. For the daily ride, they rely on maps supplied by the Chamber of Commerce and the local trail knowledge of George and Ralph, as well as the experience of some of the veteran riders of the group. It's casual, but they sure have fun!

"I don't want a huge ride on my hands, but who would want to turn anybody down? It's such a beautiful place to ride, and it's very reasonable if you do it as a group." Initially, they approached the owner of the

Teller House hotel for a group rate, for the four-day ride; a request the hotel was happy to honor, it being the off-season. This year, they had practically every hotel room in town taken, with a set breakfast at the Teller House every morning, and two group meals as well. "You know, anybody could do this, if they wanted to get a group together," said George.

He pointed out that they always remember to tell the Sheriff's Department that they're coming, just in case the sight of 50 off- roaders rolling into town shocks anyone. The idea was a novel one to the Silverton Chamber of Commerce, but also a profitable venture, they noticed. Because of this, George says the Chamber is looking into promoting group packages to other organizations genuinely interested in their own ride. Organize your own Silverton 350, or 200, or 500? It may be as easy as a phone call to Colorado!

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we basically didn't linger long at the peaks.

Another interesting thing I noticed is the amount of things these Coloradans carry in their fanny bags. Tools, yes; but also scads of survival gear—space blankets, first-aid kits, spare parts, patch kits, tubes, *everything*. Considering the ruggedness of the terrain and the rapidly changing weather (there's only about three weeks out of the year that most of the passes are clear of snow), a fanny bag's main purpose is to get you out alive if things start going wrong.

If this is starting to sound like a primer on Colorado riding, there's a reason for it. I have found a new place to ride, and if the passes are only clear one short season a year, that's fine; because I can probably only afford to go once a year. But now that I've seen what many of my riding partners back here have tried to describe, I'm hooked. I will go back to Colorado, and I'd recommend you also should mark it down on your list of things to do one of these years. Of course, the expert on Colorado riding is Tracy Smith, and his Greater Colorado Trail Rides offers one organized ride each year. If you're not on the list at the Colorado 500, Tracy is your best bet (probably better!), and you can contact him at 90 South Wadsworth, Suite 105-348, Lakewood, CO 80226; (303)973-2363.

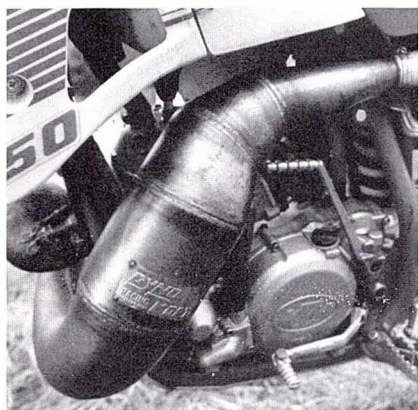
What can I say? We rode all over the place, had a fantastic time, met a whole gang of new friends, and never once had to use a foreign language. Go to Colorado, when you get the chance. Your riding career won't be complete without it!



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NETRA Round 11

# CATRA II

Fallen leaves and summer weather

By Roger Schultz

Fishouse, New York 10/7

A beautiful day greeted the 200 riders at the second CATRA race this year. It was more summerish at 80 degrees than expected, but the leaves were near 75% of their peak colors even if the weather wasn't fallish.

The course was slightly changed in three or four places in the first three miles, thanks to a very successful work party September 23rd. Twenty-four hardworking club members showed up, formed three groups and went to work fixing the ruts at spectator hill, widened and added lines through the black hole, and added a few new sections.

For the first time, the first racers out had the toughest conditions. The whole six miles was covered with newly fallen leaves. You couldn't see the roots and rocks, also the angle of the sun

and shadows didn't help. Add some mud puddles to the already slippery roots and rocks, and it became a

very challenging course. The Juniors and Minis went first and hardly cleared the leaves off.


The Novice class was next and did a good job of clearing the leaves off, splashing the water out of the mud puddles and breaking in the new sections.

The main event was held up twenty-five minutes because of a lost sweep rider. For a change, the course was now better than it was at the start of the day. There were no stoppers, two good



*Insted of roots and ruts, CATRA riders were treated to dry trails and dust—but just this one time!*

lines through the Black Hole, and the spectator hill was so easy there were hardly any spectators. Most were out looking for a better spot. Comments on the course ranged from "Ugh!" "Boney," "Tougher," to "Nice," "Better," "Best ever!" Most everyone had a good time. One unlucky rider had a very nasty experience thirstily gulping what he thought was cider, only to find it was someone's gas! Let's keep the gas in gas cans.



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Trail boss Pat Magagnos added an event for the peewee crowd. A trail ride held at the same time as the Mini & Juniors on a separate trail for beginners. It was a big success and the smiles on their faces at trophy time was something to see.

CATRA put a lot of effort into this event, along

with team work from club president and officers on down. Scoring was accurate and the food was great as usual. Thanks to all the riders and crews for making this a successful event. CATRA hopes to see you in the spring.

P.S.—Gasoline guzzler Steve Wilcox recovered fine. In fact, he reported to the medics who



told him to drink water till he puked. He did so, and went on to finish his last lap. However, Steve doesn't know if he will be able to survive the gasoline jokes and will probably never hear the end of that one.

☺

CATRA II Class Results			Novice Four Stroke		
<b>High Point Overall</b>			1. Bert Guerrette	KTM	
Paul Milliken	KTM		2. Fred Townsee	KTM	
<b>High Point A</b>			3. Max Parkes	KTM	
Bob Simeon			<b>Vet</b>		
<b>High Point B</b>			1. John Harriman	KTM	
Phil Lemere	Hon		2. Mark Gallant	Hus	
<b>Juniors</b>			3. Alan Sright	Hon	
1. P.J. Peculis	Suz		4. Steve Bobetsky	Yam	
2. Phil O'Brien	Suz		<b>Amateur 125</b>		
3. Dan Plourde	KTM		1. Alan Whitford	Suz	
4. Will Doherty	Hon		2. Scott Demauro	Hon	
5. John Allen	Kaw		3. Chris Firth	KTM	
<b>Mini</b>			4. Kenny Niewlera	Kaw	
1. Matt Simon	Suz		<b>Amateur 200</b>		
2. Kris Mooney	Kaw		1. Dave Grochowski	Kaw	
3. Paul Rose	Suz		2. Brian Tucker	Kaw	
4. John Cahill	Suz		3. Mark Burdick	Kaw	
5. Tim Cahill	Suz		4. Dennis Byrnes	Kaw	
<b>Pee Wee</b>			<b>Amateur 250</b>		
1. Tim Magagnos			1. Wayne York	Hon	
2. Joe De Ducca			2. Jerry Ruse	Hon	
3. James Stoddard			3. Dave Bresnahan	Hon	
4. Chip Korowasczyk			4. Charlie Timothy	Hon	
5. Raymond Larowe			5. Russell Bain	Hon	
<b>Novice 125</b>			<b>Open Amateur</b>		
1. Andrew Wright	Yam		1. Dan Rutan	Ktm	
2. Bill Goly	Yam		2. Bob Browson	Hon	
			3. Dean Lamontague	Hon	
			4. Craig Bridge	Kaw	
3. John Mc Adam	KTM		<b>Senior</b>		
4. John Fierera	Yam		1. Bill Dakai	Kaw	
5. Kevin Callahan	Suz		2. Al Desrosiers	Suz	
<b>Novice 200</b>			3. Wes Clarke	Hon	
1. Jim Stoddart	Kaw		4. Roger Schultz	ATK	
2. Brian Cryslet			5. Bruce Wilcox	Suz	
3. Todd Bennett			<b>Four Stroke</b>		
4. Michael Cote			1. Chris Crispin	Hon	
5. Scott Reilly			2. Brett Colin	Suz	
<b>Novice 250</b>			3. John Campetti	Hon	
1. Chris West	Hus		4. Richard Fosuh	Suz	
2. Paul Williams	Suz		<b>200 Expert</b>		
3. Mike Alciati	Suz		1. Stephen Wall	Kaw	
4. Don Mosher	KTM		<b>Open Expert</b>		
5. Rich Gaccione	Hon				
<b>Novice Open</b>					
1. Pat Cahill	KTM				
2. Steve Meurs	Suz				
3. Roger Jalin	KTM				
4. Darren Bindloss	Hon				
5. Jay Alciati	KTM				
<b>Novice Vet</b>					
1. Charles Willets	KTM				
2. Phil Wagner	Yam				
3. John O'Leary	Can Am				
<b>Novice Senior</b>					
1. Tom Simeon	Hon				
2. Dave Vendetto	Hus				
3. Walt Korowajczyk	KTM				



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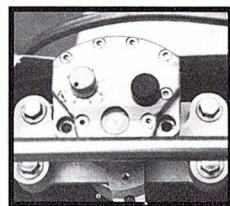
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## North Country Trails

# "CIDAH RUN" Turkey Run

Leaf-peeping on dirt bikes

By Ron Ryan

North Conway, NH 10/7

One of the NETRA turkey runs we were looking forward to this year was the Cidah Run, slated to happen way up north in New Hampshire. Well, plans were made and machines prepared, but at the last minute we were discouraged by prediction of monumental traffic jams from here to there, all because it was the peak of the fall foliage season and bound to be crawling with tourists. In the end, we ran out of willpower and energy, and reluctantly decided to write off the trip; and as a favor Ron Ryan, who is much more used to competition, has supplied us with this report.

By the way, by staying home we did miss some amazing traffic—Dave Fitzgerald was tied up in a four-hour, ten mile long jam-up that turned his normal 45 minute drive into a four and a half hour ordeal! Of course, on the other hand we also missed the best scenery in the world and one of the best rides all year. Oh well, there's always next year...maybe we'll move up there!

The North Country Trail Riders are some of the best New Hampshire and Maine residents, as well as some Massachusetts and Rhode Island transplants that know how to have fun and put on a good time.

The 1990 version of the Cidah Run turkey run consisted of about 90 miles with only 8 miles of tar, which is a good trip for a turkey ride. They could have put a few checks in and had a good, fun enduro. However, being a small club, I think they deserve a tip of the hat for putting on a NETRA hare scrambles and a first class turkey ride this year.

We left the club house and proceeded to ride some great trails while climbing up a mountain and down the other side. It was certainly dryer, easier and better than last year. Then down a power line with some "got-yas!" if you weren't paying attention.

After that we went through some corn fields, around the perimeter, and eventually to a gas station along the way. As a rider who doesn't do many turkey rides I thought this was just like the olden days, bring your oil and gas it out of the pump. The one thing that I noticed is it seems no one is very good at mixing the proper amount of oil to one gallon of gas. It doesn't take long and you got a bunch of smokers going down the road!

As for the group I was in, the gas stop made for a place to re-group. When we left we had eight bikes rather than three which only means more fun when we got into the woods and fields.

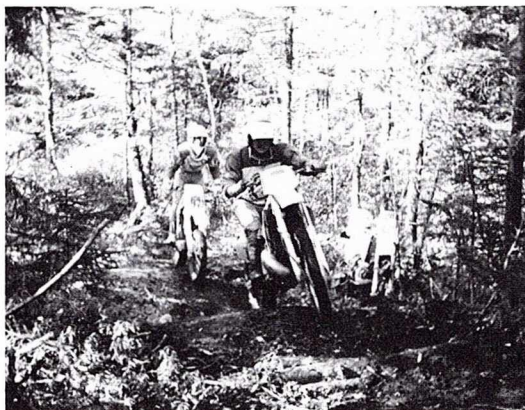
The next twenty miles was more of the same until the second gas with a variety store. After 60 miles everyone seemed to go for the junk food for lunch, like a group of kids hitting a Cumberland Farms with their school lunch money.

We left and proceeded to get stopped by the local cops. Fortunately, Dave Kelly, one of the organizers, did his usual Mr. Diplomacy by convincing them to go about their business. The police were certain that we were all licensed and registered but in no way "did these bikes belong on the road."

We moved on to the much talked about potato fields. This five miles consisted of zipping around the outside of the fields on flat dirt roads in high gear, down-shifting for corners only. I don't know how fast my 250 KTM goes, but several times I caught my foot trying to find another gear.

From there we headed back with some confusion at the end, and some people got to ride a few extra miles.

After the event was the typical bench racing and reminiscing with people you haven't seen in a long time. It was nice—no scores, no protests, no belly aching—just fun, like it's supposed to be.



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VCHSS Opening Rounds

# CHESTNUT MOUNTAIN AND SURRY

The new season started with a bang!

By Donnie Lewis

Virginia 3/25, 4/8

The 1990 VCHSS opened the season with a fresh look at a new format. The new class structure includes AA, A, B, C, 4 Stroke, Senior and Super Senior, set up closely resembling the ECEA, SETRA and others. Initiated by promoters and rider reps during the winter meetings to hopefully renew rider interest in the state series and bring in some new riders that may have been reluctant to compete under the old class set up.

Opening the 1990 14 race schedule was the March 25th Chestnut Mountain Hare Scrambles at Penhook, Virginia. As a long time rider's favorite course the old Walker Farm was again utilized to start the riders season off with a fast paced challenging course. Starting in a cow pasture that offered its own obstacles, the course led to a fast fire road before narrowing down to a single trail. Many a wide eyed competitor was surprised when they encountered the 25 foot drop-off with a short run out before turning to miss the creek. After several riders



piled up at the bottom, new alternates were quickly developed and the riders started thinning out.

Team Havoline sponsored Jeff Blankenship led just about the whole race and had his Honda CR 250 dialed in with the throttle wired open. He had to earn his laurels though, because he had a hot crew giving chase. David White, a former multi-time state champion came out of semi-retirement to give Jeff grief on his new KDX-200 and sewed up 2nd overall and first AA. Finishing out the top five overall was Dwain Miller, R.J. Faddis

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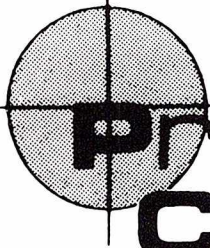
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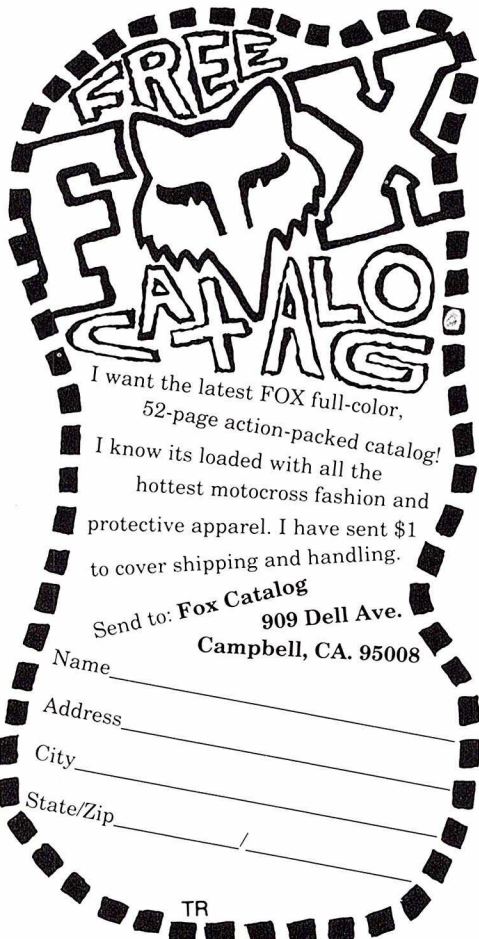
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and 250 "A" winner Mark Allman.

My favorite rider of the day was my co-traveler, Danny Nero, who just started riding about 4 months ago, rode 250 miles to enter his first race, had no idea where he was going and didn't care. Danny had never been up a hill more than 6 feet tall, or crossed a creek more than 6 inches deep. He finished 10th out of 15 riders, lost front and rear fenders on his KDX and damaged the headlight number plate enough to consider it trash and a threat to the environment with all that plastic left in the woods. He was barely recognizable under the mud caked on his face and helmet. He sincerely wondered why we laughed when he asked if he won. I knew he was hooked though, when he started asking about the next race and if he would be able to get parts in time.

#### Surry 100

Round two of the VCHSS brought the series points chasers back to the eastern end of Virginia, where there are no uphill, downhill or off-camber hills. All the Tidewater Dirt Riders have to offer is a challenging course and a bit of mud to make it interesting. You know that if the TDRA is going to put on a hare scrambles, it's going to rain prior to the race, sure bet. No exceptions this time; just the normal three inches of rainfall Friday night set the stage for another Surry hare scrambles.

The 0-100cc Mini riders went trail blazing for a one hour tour of the four mile course set up for our Junior riders. Paul Lutz held a start to finish lead that he never relinquished. If he had fallen

just once he would have given up the lead and the points to Jason Greer who finished second or Daniel Morrison who was edged into third.

I've been riding those woods at the Slade's Raceway for 10 years and have yet to figure out the soil there. Part of it is understandable, being only 50 feet above seal level, but an area that has stood solid for 10 years of racing will suddenly give way and become one god-awful mudhole.

When the checkers dropped after five hard-earned laps AA rider Dwain Miller had slithered and slid his mean green KX into first overall, and if I'm not mistaken his first ever overall victory in the VCHSS. Former State Champion David White pushed Dwain all day with his "little" KDX-200. Bringing in third overall for the day was

A250 rider Mark Allman who was trying to make the front runners see red from his Honda CR. Rounding out the top 5 overall was Tommy Houston on his RN 2500 and Andrew "mud puppy" Williams on another KX250. Stan Norris made a fruitful trip East from his Middlebrook home to capture first place Super Senior. Rick Pino of RICK'S CYCLE captured his 2nd straight win on his new ATK in the Senior Class

David "no hiney" Newton drug himself away from his new bass boat long enough to be the only 200 B rider to complete five laps for first place, finishing 14th overall. Steve Genter, Glenn Holcomb, Kevin Blasser, Joel Burgess, Phillip Doyle, Randy Fitzgerald and Lance Windley also gathered class wins.

<b>Chestnut Mountain Class Results Overall</b> Jeff Blankenship <b>AA</b> 1. David White 2. Dwain Miller 3. R.J. Faddis <b>0-200 A</b> 1. Steve Genter	2. George Greer 3. Gill Griggs <b>250 A</b> 1. Mark Allman 2. Tommy Houston 3. Brian Hess <b>500 A</b> 1. Glenn Holcomb 2. Monte Orr 3. Marty Hensley	<b>0-200 B</b> 1. Robbie Felts 2. Chris Saver 3. Scott Ellinger <b>250 B</b> 1. Travis Jones 2. Don Hall 3. Roger Puckett <b>500 B</b> 1. Larry Lewis	2. Phillip Doyle 3. Bobby Wilt <b>200 C</b> 1. Shawn Hess 2. Kenny Short 3. Barry Combs <b>250-UP C</b> 1. Ken Blasser 2. Jim Thurston 3. Kyle Grant
<b>Surry 100 VCHSS Round 2</b> Dwain Miller <b>Overall Champion AA</b> 1. David White 2. Andrew Williams 3. Ricky Franklin <b>0-200 A</b> 1. Steve Genter	2. Gill Griggs 3. George Greer, Jr. <b>250 A</b> 1. Mark Allman 2. Tommy Houston 3. Johnny Edens <b>Open A</b> 1. Glenn Holcomb 2. Jessie Edenbeck 3. Monte Orr	<b>0-200 B</b> 1. David Newton 2. Robert Kenny 3. Barry Cates <b>250 B</b> 1. Joel Burgess 2. Roger Puckett 3. Travis Jones <b>500 B</b> 1. Phillip Doyle	2. Corey Lewis 3. Robert Calyon <b>0-200 C</b> 1. Kevin Classer 2. Paul Lutz 3. Jason Hedrick <b>250-up C</b> 1. Lance Windley 2. Mike Demaster

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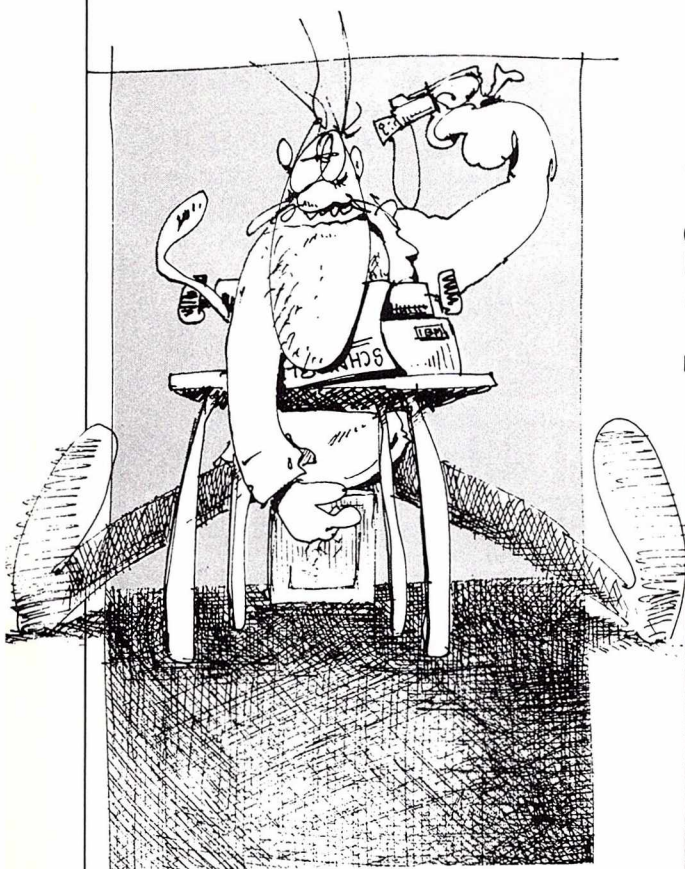
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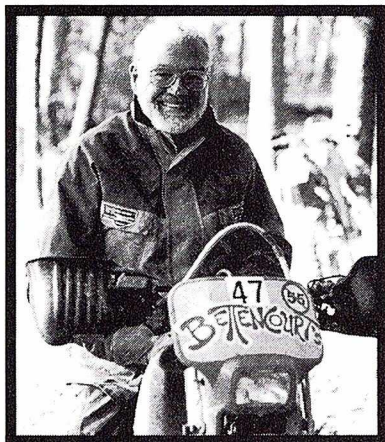
**Trail Rider Magazine • P.O. Box 129 • Medford, NJ 08055**





# "I read *DIRT RIDER* from cover to cover."

—Dick Bettencourt



PHOTOS BY PAUL BUCKLEY

**Name:** Dick Bettencourt

**Occupation:** Owner and President, Bettencourt's Honda/Suzuki, West Bridgewater, Mass., Dick Bettencourt's Honda, North Attleboro, Mass.

**Current projects:** "We're really involved in motocross and sponsor about 20 riders, including JoJo Keller. I also call myself 'the Trail Boss' because I take my friends and customers out riding every Thursday."

**Riding history:** "My father ran a machine shop and a lot of guys who raced motorcycles would come in and ask me to make parts for their bikes. I bought myself a race bike and also began studying machine design at Columbia University. I went to work for Butler & Smith, the BMW importer, as a sales rep and racer. I was an Expert flat-tracker for 15 years. I got into scrambles when it started here and was President of the New England Sports Committee, which brought the Europeans

over to race and pretty much started motocross in this country. When my father died I came back to run the machine shop and later became a Honda dealer. All three of my sons race: John finished second in the country in Superbike points last year, David is an Expert flattracker, and Mark is an Expert motocrosser."

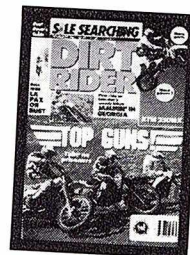
**Riding preference:** "Trail riding is still exciting to me, even after 40 years. I ride the Colorado 500, various local events, and take a two-week trip to Baja every year. According to Mike Leone of Mike's Sky Ranch, I'm the only guy who takes a group of riders all the way to LaPaz and back every year. A lot of people ride Baja but only go about halfway down. Twelve years ago we rode across Africa for six weeks without seeing any pavement. Last year we rode China on street bikes and this spring we've signed up for a motorcycle safari in Tibet. We'll stop at the base camp at Mt. Everest, which is 10,000 feet and will travel to altitudes over

20,000 feet. They're trying to rig up some way of having oxygen on the bikes."

**Bikes currently owned:**

1987 XR250R; 1985 Honda XL600LM Paris-Dakar; 1982 Honda CB1100R; 25 antique motorcycles, including 1907 and 1913 Indian Twins and a 1936 Nimbus.

**Magazine:** "*DIRT RIDER* is my favorite magazine. I like Ed Hertfelder and the "Trail Tips," which I find very informative. They're written in an easy-to-understand way and have good pictures. I read all of the road tests in order to keep on top of things. In fact, I read *DIRT RIDER* from cover to cover."



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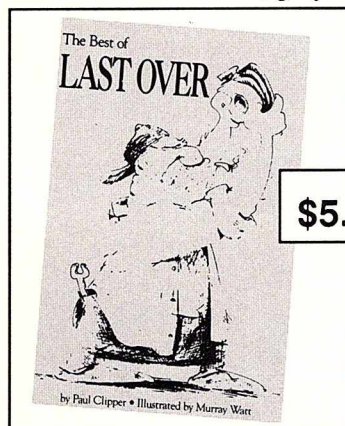


# STYLE GEAR



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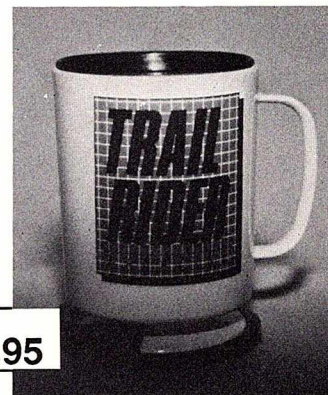
Dress yourself up, down, or dress someone else with our new line of t-shirts and sweatshirts, each boldly emblazoned with the '91 Trail Rider logo! Kevin's white t-shirt (right) is a 100% cotton Anvil brand printed in day-glo orange, yellow and purple (\$8.95). Tommy Norton's 3/4-sleeve baseball shirt is 50/50 cotton/poly, low-budget and funky but extremely comfortable, printed in yellow, purple and white puff ink (\$6.95). The TR sweatshirt modeled by Mr. Bernardo is a heavy-duty white 50/50, long sleeved and warm, printed in rose, teal, grey and black puff ink (\$22.95). Note limited sizes available on each style.



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Pedaling through the checks

## SECOND START ENDURO

It had to happen. Mountain bikes are too much like motorcycles, and we knew somebody would put together a timekeeping event eventually!

By Denis Laliberte

Weare, NH

Your number is 3C. The number 2 row just left. You're waiting; when is that flipcard going to drop? You're pumped, the adrenalin is flowing. Butterflies! The card drops—you're off! You blast down the dirt road. You look down at your route sheet; it reads 1.2 R-TR. You turn onto the narrow trail; you're in the lead across the slippery rocks and roots, over the bridge and up the hill filled with loose, softball-sized rocks.

Wow! you're catching the riders on the minute in front of you, and only 3.0 miles into the run. You pass three riders struggling through the rocks on the downside of the hill. You keep on

cranking, slamming your bike into the berms. This is great, just like skiing down one of these black diamond trails. Through the sandpit; boy does this suck up some power! You run alongside the bike and pass some rider on minute 2. You are pumped! More berms, bridges and a roller-coaster-like trail. Then around the corner, surprise! It's check # 1. You clock through at 39:06 minutes, not bad for 6.7 miles. You click the chain over onto the big chain ring, stand on the pedals and continue off for another 18.0 miles.

Sound familiar? It's an enduro—the ultimate test of man (person) and machine, and whether you do it on a '64 Triumph Twin, a new KTM, or a 26-pound mountain bike, the rush is a real high. One hundred mountain bikers took on the challenge, and 98 completed the test with flying colors. The course used some of the Granite State Enduro trail; as a matter of lots of the points-taking sections used in the motorcycle enduro—an area that should be very familiar to NETRA riders everywhere! No, nobody drowned!

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Photo By: Tom Webb, Dirt Rider Magazine







*The photos Denis sent make us wonder if there was any riding at all, or just swimming!*

only its second season, but the popularity seems to be really growing. Imagine riding an enduro where you can hear everything going on around you; you can even talk to the people you're passing, if you have enough wind to make words come out! We use F.I.M.-style rules so you don't need all sorts of tricky timekeeping equipment. All you need is a bike, helmet and body, and the rest is all pedaling!

Don't be a wimp, come on up to N.H. on October 20, 1991, and give this mountain bike thing a try. I guarantee you'll walk away with a

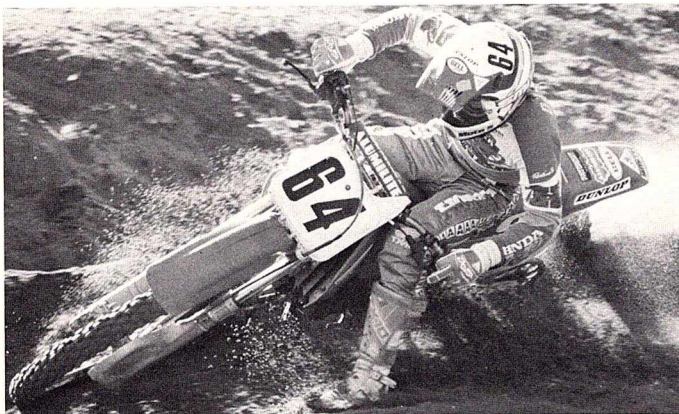
head full of endomorphins and a new riding style.

Thanks to Haggett's Bicycle Shop of Concord, New Hampshire and Offroad Mountain Bikes of Rhode Island, the event was a success. Students here at Second Start's Alternative High School will soon be looking at two brand new Offroad mountain bikes and a new physical education class utilizing mountain bikes. We couldn't have done it without the help of our sponsors and the enthusiastic turnout. Looking forward to doing it next year!

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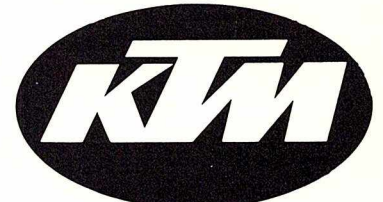
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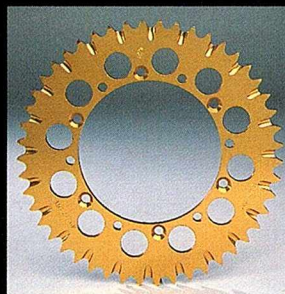
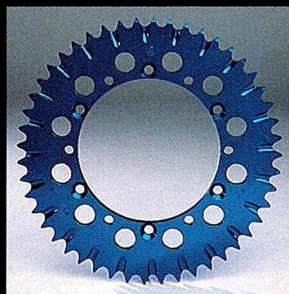
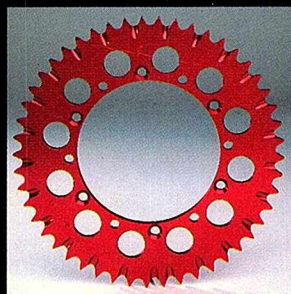
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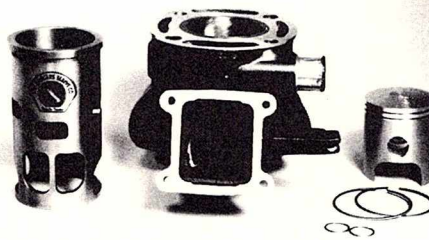
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